

MONTANA AERONAUTICS COMMISSION



Volume 17 No. 4

April, 1966

GOVERNOR APPOINTS PETER BLACK TO COMMISSION



Commissioner Peter Black.

Peter H. Black of Frontier Airlines at Billings, has been appointed by Governor Tim Babcock to the Montana Aeronautics Commission. Mr. Black as representative of the Air Carriers on the Commission will complete the unexpired term of Mr. Herb Jungemann which ends June 23, 1969. Mr. Jungemann, former Western Airlines Manager at Billings was transferred to Arizona.

Peter Black, employed by Frontier

for the past two years, has been stationed in their Montana offices in Billings for the past year. He was formerly employed by Western Airlines.

Pete's duties with Frontier include, the development of increased sales in Montana cities served by Frontier and between Frontier and other carriers serving Montana; He represents his company to civic leaders; and he is responsible for recommending improvements to Frontier regarding service and company policy relative to his district.

Although still a recent newcomer to Montana, Pete is extremely active in Montana aviation and civic matters in the Billings area. He serves on the Aviation Committee of the Chamber of Commerce and is a member of the Billings Advertising Club.

Pete, his wife and young daughter reside at 2611 Glenwood Lane, Billings, Montana.

JORDAN AIRPORT DEDICATION—MAY 15

ALL PILOTS ARE URGED TO ATTEND THE DEDICATION OF THE GARFIELD COUNTY AIRPORT AT JORDAN, MONTANA ON SUNDAY, MAY 15TH!

FREE BREAKFAST WILL BE SERVED FROM 8:00 A.M. TO 11:00.

DEDICATION CEREMONIES AT 11:00 A.M.

NEW TRAINING PROGRAM ON AIRCRAFT ASSEMBLY HELD IN HELENA

A program of aircraft final assemblers is now in progress at the Department of Aeronautics and Related Trades of the Helena Senior High School. The program, operated under the Manpower Development and Training Act, is a cooperative program sponsored by the Board of Trustees of School District No. 1 in Helena; the Montana State Employment Service and the State Department of Public Instruction. The program is set up to handle 60 people and will be conducted in 3 consecutive 4 week-classes of 20 trainees each. Mr. Alonzo Odem of the Boeing Training Division is the instructor on the present class.

Graduates of the program are eligible for employment as beginner mechanics by companies such as the Transportation Division of the Boeing Aircraft Company.

The objectives of the class work are to teach shop mathematics and blueprint reading directed toward precision layout and parts fabrication. Assembly techniques by the use of standard and special fasteners and riveting procedures are taught including safety devices and their application. Use of manufacturing,

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MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana**

Tim Babcock, Governor

Charles A. Lynch, Director

**Walter Hope, Chairman
Carl W. (Bill) Bell, Vice Chairman
Jack R. Hughes Secretary
Herb Jungemann, Member
E. B. Cogswell, Member
Clarence Anthony, Member
Gordon Hickman, Member**



LOCAL AIRLINE SERVICE

The following is the position of the Montana Aeronautics Commission as presented by Commission Attorney Henry Loble before the Commerce Committee of the United States on Thursday, March 3, 1966 in Washington D. C.

"I appear with the authorization of the Commission, and I speak on behalf of the Commission and on behalf of the State of Montana.

Montana Aeronautics Commission is the state aviation agency of the State of Montana. It was created by legislative enactment of the Legislative Assembly of the State of Montana. Its general powers and duties are to supervise aeronautics within the State, to direct, encourage, foster, and assist in the development of aeronautics within the State. The Commission has statutory authority to participate as a plaintiff or defendant, or as an intervener, on behalf of the State, or any municipality or citizen thereof in any controversy which involves the interests of the State of Montana in aeronautics. It has statutory authority to represent the State of Montana in aeronautical matters before any Federal agency.

The Montana Aeronautics Commission is extremely interested in local airline service. The State of Montana is served by two local airlines, Frontier Airlines and West Coast Airlines. Frontier serves Billings, Miles City, Glendive, Sidney, Wolf Point, Glasgow, Havre, Great Falls, and Lewistown. West Coast serves Kalispell and Great Falls. In addition,

Montana is served by two trunk airlines, Northwest and Western. Northwest serves Billings, Bozeman, Butte, Helena, Missoula and Great Falls. Western serves Great Falls, Helena, Butte and West Yellowstone.

Recently, and on June 10, 1965, the Civil Aeronautics Board, by its Order No. E-22290, in a proceeding entitled "Frontier-North Central Route Transfer 'Use It or Lose It' Investigation" Docket No. 13394, et al, decided to continue Frontier's authority to serve all cities in Montana then being served by it, all of which cities are listed above.

Also, several years ago, Montana participated in a "Use It or Lost It" investigation as concerns West Coast Airlines, at which time the Civil Aeronautics Board authorized West Coast to continue to serve Kalispell and Great Falls, but authorized the discontinuance of service at Cut Bank-Shelby.

Some of the points served by local service airlines in Montana do not always generate five passengers per day. On the other hand, the Board has decided, as to those points, that expenditure of subsidy to support service at these points is justified in the light of the unusually serious isolation, long distances, and severe winter weather characterizing this area. However, because of the uncertainty created by the Board's five-a-day standard, many Montana communities do not have airline service upon which they can rely, and they are constantly faced with decisions as to whether to complete costly needed airport improvements when, at any time, the airline service might be discontinued. An example of this is the situation now existing at Glendive, Montana. Although, as above mentioned, authority of Frontier to serve Glendive has recently been affirmed by the Board, we have been advised by Frontier Airlines that in approximately one year Frontier will be operating this route with Convair 580, Turbo-Prop aircraft, and that the Glendive airport does not meet FAA safety specifications for an aircraft of this size. Previously, Glendive has been served with DC-3 aircraft and the Glendive airport is adequate for the DC-3. Glendive, as a consequence, and although a rather small community, was then faced with the decision of whether it should spend hundreds of thousands of dollars to improve its airport to accommodate an airline which might, at any time,

have its authority to serve the point discontinued by the Civil Aeronautics Board. It appears now that Glendive will not have to make this decision, as we have been informed by the Federal Aviation Administration that there will be no FAA federal aid approved for a new airport at Glendive, and that the FAA is going to immediately recommend to the Civil Aeronautics Board that Frontier Airlines cease operating at Glendive. It is also indicated that a similar recommendation might be made for Sidney, Montana. Therefore, although Glendive has CAB authority for an airline, it appears almost certain to lose its service because of this recent proposed action by the FAA. We mentioned this instance to emphasize that if there was a means by which such communities as Glendive could acquire and rely upon airline service, then such communities would move heaven and earth to keep their service. The uncertainties involved not only discourage usage of the airline, but naturally, cause bitterness amongst those who work hard to get airline service and to keep it.

Many communities in Montana, of course, have spent many hundreds of thousands of dollars to improve airports to airline carrier specifications, and yet they constantly face loss of service.

In view of the fact that the Civil Aeronautics Board has maintained airline service at most Montana communities, we would be ungracious indeed to complain of the action of the Board. Certainly, the Civil Aeronautics Board has been fair to Montana, and has always been helpful and cooperative to Montana and its airline cities.

The difficulties that arise in local airline service cannot be laid at the door of the Civil Aeronautics Board as we see it. These difficulties are inherent in the system as a whole, and can only be rectified by congressional policy.

Small communities operating relatively small airports have a sincere desire to have a class of air service which is completely usable by the community, not only in emergency situations, but in day-to-day business operations, and at a level of service that fits well into ordinary business travel and business schedules. Such a service would induce an increasing use of the air carrier. On the other hand, the local service air carrier wishes to progress through a normal

successful business growth into a more healthy margin of profit through efficient operations and cost reducing policies. This is the normal ambition of the average American business institution. However, these desires on the part of the small communities and of the local service air carriers conflict and cause situations which do not readily lend themselves to either service to the community or profit to the air carrier.

These small communities feel that two scheduled flights each way per day is a minimum requirement for adequate service. The Montana communities have never received this kind of service. They receive only one round-trip per day.

While I am not completely familiar with subsidy and mail route formulae, I am told that a carrier actually receives less subsidy on a given route segment when providing two round trips per day than when only one round trip is provided. Inevitably, such a situation causes the carrier to offer improved service through larger aircraft, with more through seats available, rather than with increased flight frequencies. This, I am advised, causes more cost per aircraft mile even though the seat mile cost is improved, and consequently, the carrier receives more subsidy, but there are fewer flights and decreased service to the community naturally results.

We can hardly maintain that this acquisition of larger, faster, more costly equipment by local service carriers is in itself a bad thing. Between main terminal points, they can offer an improved service through speed and dependability, and they are then becoming light trunk carriers. Although this has certainly happened, a study of the profit figures of trunk airline carriers indicates that the inroads made by local service carriers becoming light trunk carriers have not been harmful to the big trunks, and the traffic appears to support both carriers. However, this transition of equipment by the local service carrier causes many problems for the small community on airport runway extensions, bond issues, terminal facilities, shortages of navigation aids, etc.

The five enplaned passengers per day formula creates a serious dilemma for the small city, as in the case of Glendive, Montana. If the small city barely qualifies on the basis of the formula, the city must

ask if it will be assured service if it extends its runways, or should it improve its present runways at their present length, and gamble that the carrier will continue to use the type of equipment that will fit the airport.

In the example of Glendive, Montana, which we have used, this particular city appears to be the largest by far for air freight on Frontier's entire segment in the Montana area. This leads one to question whether there is not a weak spot in the formula for continued service which is based on enplaned passengers rather than an economic formula based on direct revenues. Would it not be more sensible to base the decision on whether to continue service at a particular community on total revenues received, including freight and passenger revenues, rather than solely on how many passengers get on the airplane at a particular city?

Because of the many difficulties involved with local airline service, suggestions have recently been made that local service carriers might be replaced on marginal airports by air taxi or scheduled air taxi. We disagree with such suggestions. We are advised that recent records indicate only 203 members of the National Air Taxi Conference operate under agreements with the Air Transport Association out of a total of 3,000 air taxi operators in the nation. This could hardly be called a transportation system. A recent publication of the Federal Aviation Agency indicates a total of 78 scheduled air taxi operators in the United States, and these are concentrated primarily in the New York, Los Angeles, Chicago, Detroit and Texas areas, as of November 15, 1965. Again, this can hardly be referred to as a national transportation system. It can never be such unless it is given a basis of an assured position when and if this class of service is proved to be economically feasible.

It may be possible to some day operate scheduled air taxi without subsidy, given air mail contracts, but it would certainly not be possible to maintain the system without franchises. In addition, the DC-3 is no longer a competitive class of aircraft. This is true even with local service carriers which all have replacement programs. If air taxi is even to be considered as a replacement for local service carriers, air taxi would have to be authorized to use all available older equipment as

long as maintenance and safety standards are maintained. The board has recently authorized the use of jet equipment up to 25,000 pounds gross for air taxi operations. However, any reasonable hope of successful replacement of local service carriers by air taxi operations would require approval of propeller aircraft in this weight category to be released for air taxi operations.

Discussion of the type of aircraft to be used in servicing the small community must necessarily include the depressing fact that there is no present real hope for a DC-3 replacement, and there is very little chance that such an aircraft will ever be produced for the market unless congressional encouragement is provided. At the same time, a market must be provided for the purchase of such aircraft if they are going to be produced. This requires congressional maintenance of a local service carrier system, whether it be by the present local service carriers or by a regularly franchised and congressionally supported scheduled air taxi service.

The aircraft manufacturers appear to be concentrating on the SST, C5A, and new designs for load carriers of from 295 to 458 seats. They seem to have no confidence in the market for an aircraft designed to serve the large majority of our air-minded communities which have numerous good general aviation airports limited to 3500 to 5000 foot runways. In my opinion, a more direct benefit could be made for American business and for the inter-city commuter through a Federally-sponsored design competition for construction of a commuter-type aircraft than for the inter-continental SST, which appears not to fulfill many of the needs of interior America. If a firm, economic basis for the development of a permanent lower level of air transportation were formed, small scheduled carriers would rise to the opportunity, and American manufacturers would rise in turn to the market and opportunity to provide the equipment for such an operation.

Although I realize that this Committee does not wish to hear complaints about airline service, I do think that any "Use It or Lose It" policy must include consideration of whether the carrier's service has been reasonably usable. People do not ride airlines for patriotic reasons

or out of loyalty to their community. The service provided has to be such as will transport its passengers with some reasonable degree of efficiency and convenience to the places and at the times they want to go. Also, there should be some reasonable procedural method provided by the Civil Aeronautics Board to force an unwilling carrier to provide reasonable and adequate service.

Airline service is absolutely essential to the economic health of our modern communities. Surface transportation is steadily decreasing. In Montana, and elsewhere, hardly a day goes by without more bus and train schedules being discontinued. The local service carrier, as we know it today, wants to become a trunk carrier. This is, of course, the most natural ambition in the world. However, this leaves the small community not only with no surface transportation, but with no airline transportation. I am inclined to believe that the Civil Aeronautics Board would welcome a policy and direction by the Congress to re-establish an air transportation system which, if it appears necessary to the Congress, might even include a fourth level carrier which would feed passengers from the smaller communities into the small hub areas, there to be served by regional air carriers, which in turn would feed passengers to the big trunk carriers, which also might, in turn, serve the SST points for intercontinental flights.

It, therefore, appears practical to recommend that:

(1) The Civil Aeronautics Board establish an economic basis of dollar values for use in its "Use It or Lose It" formula, rather than by the number of passengers boarding or the number of passengers on the segment. The Board's policy of permitting continuation of service to cities which do not meet the "Use It or Lose It" formula, when unusual or compelling circumstances are shown to be present, should, of course, remain an integral part of the Board's policy.

(2) The "Use It or Lose It" formula and the subsidy formula be such as will encourage frequency of flights by the carrier, and not discourage such frequencies as appears now to be the case.

(3) The absolute rock bottom level of local service be at least two round trips per day, except in the most unusual circumstances.

IF IT APPEARS THAT A NEW AND LOWER LEVEL OF SERVICE SHOULD BE ESTABLISHED FOR SMALLER COMMUNITIES, THAT:

(1) A system of route assignment or franchises be established for small carriers or scheduled air taxis in interstate commerce operating aircraft under 25,000 pounds gross.

(2) Piston engine propeller power aircraft up to 25,000 pounds gross be authorized for such air taxi or scheduled air taxi operations.

(3) Congressional appropriation be made of moneys to create an acceptable design and actual flying prototype of a usable aircraft such as is presently referred to in the industry as "DC-3 replacement." This aircraft should be designed to meet the needs of a class of air traffic now accommodated by airports of general aviation types having runways of 3000 to 5000 feet in length.

(4) The United States Post Office Department be encouraged to transport all first class mail by air within the foreseeable near future."

NATA FIGHTS NEW GI BILL RESTRICTIONS

The March issue of the Business Aviation weekly reports that the National Aviation Trades Association is taking the battle over the "unfair restriction on flight school training for veterans" to Congress by letters and personal intervention.

The NATA is protesting "the basic restrictions within the public law which in essence means and requires a college degree as a prerequisite for a flight education."

Public Law 89-358 spearheaded by Senator Ralph Yarborough (D-Tex), cited as "The Veteran's readjustment benefits Act of 1966" limits the veteran in his choice of flight training facilities. The act states that the administrator shall not approve the enrollment of an eligible veteran "in any course of flight training other than one given by an educational institution of higher learning for credit toward a standard college degree the eligible veteran is seeking."

"Eligible veterans" include those who served on active duty for a period of more than 180 days after Jan. 30, 1955, along with those who were discharged or released after this date because of a service-connected disability.

The NATA views the present law as a serious threat to the fixed base operator and feels the law should be extended and clarified to include approval of accredited flight schools for primary and advanced flight training. It was noted there are only about eight schools or colleges who are presently giving degrees in aeronautical sciences who can furnish enough flying time to bring a student up to commercial and ATR brackets.

MAC LOAN POLICY CHANGE

The State Aeronautics Commission met on March 7, 1966 and at that meeting they changed the existing airport loan policy. In the past, the Montana Aeronautics Commission loans for airport improvements have been limited to a total loan of \$100,000.00 per project, and each loan is repayable over a ten year period at no interest. Some of Montana's larger cities are now facing airport expansion programs in which a larger loan from the Aeronautics Commission would be desirable.

Therefore, the loan limitation of \$100,000 per project has been removed. The repayment schedule of ten years at no interest remains unchanged. The State Aeronautics Commission loans are not just limited to the specific construction items that the Federal Aviation Agency has labeled eligible for grants. The MAC loans are available for any airport improvement project whether it be for runways, terminal buildings or airport maintenance equipment. The Commission expects that this extended loan program will be of most benefit in particular to those airports involved in administration building modification programs and various other non-eligible FAA items.

The present loan limitation to any airport on any one project will be governed by two items (1) The city or county's ability to repay and a statement from their attorney that the amount of the loan does not exceed their indebtedness limitation as established by law. (2) Monies available and project priority as determined by the Montana Aeronautics Commission.

The MAC loan policy change will not, of course, alter any existing state laws as it pertains to cities and counties. Counties are still limited by law to a \$10,000 loan per project without the vote of the taxpayers. Cities are still restricted to an extent, by their legal indebtedness limitation.

FOR SALE: 1946 Cessna 120—85 h.p. engine—Mark IV radio—good tires—wheel extensions—real good fabric. In excellent condition throughout. Price: \$2,200.00. Contact: Rev. Charles Mears, Medicine Lake, Montana. Phone: 789-2421.

FOR SALE: 1948 Cessna 120—Ceeconite fabric—3 radios—fully IFR equipped—metal prop—eyebrow panel lighting, landing lights and rotating beacon—many other extras. Price, \$3,000.00. Will trade. Contact: Wendel R. New, P. O. Box 537, Scooby, Montana.

PILOT OF THE YEAR C. BOWMAN HONORED



Seated: Mrs. Ruth Bowman. Standing: Charles, holding his Pilot-of-the-Year Plaque, and Guest MAC Director Lynch.

A group of aviation enthusiasts and friends of Charles Bowman, named Pilot of the Year at the MPA convention, May '65, gathered at the Baxter Hotel in Bozeman recently for a dessert hour. Mr. Charles Lynch, MAC Director was a special guest for the occasion and Mr. Paul Moore gave the resume of Charles Bowman's efforts in behalf of general aviation. Mr. Bowman spoke of the important work to be done and the legislation ahead concerning Montana aviation.

All 47 of the group attended the showing of "Those Magnificent Men and Their Flying Machines"—to the delight of all.

W. T. PIPER, SR., TO SPEAK AT CULBERTSON AIRPORT DEDICATION

June 4—AIRPORT DEDICATION.

6:00 - 9:00 A.M.—Free Pilots Fly-In Breakfast.

12:00 Noon—Free Barbeque.

1:00 P.M.—Airport Dedication Ceremonies. (William T. Piper, Speaker.)

All Day: Antique and new aircraft display with trophies being awarded to planes and pilots.

The balance of the day will be events in connection with Culbertson's Frontier Days (June 4 & 5) including an antique auto parade and the Rodeo Cowboys Association Rodeo.

MAMA ANNUAL MEETING

By Robert S. Michael
Secretary-Treasurer

On April 15, 1966, the Montana Airport Management Association will be conducting its Annual Meeting in Billings, Montana, in the Northern Hotel. MAMA is a statewide organization made up of individuals representing Montana communities of all sizes and dedicated to a number of objectives; not the least of which is promoting the public's understanding of the value of aviation and an airport to its community. One of the primary tools of this organization is our Annual Meeting at which time we present a program of speakers (or panels) designed to impart to our membership trends, data and other important information that can be of direct value to them. Our program is always geared to the needs of Montana's airport management; thus you are not likely to find a presentation on the status of the supersonic transport development at this meeting.

As one who is also directly concerned with this program (through the appointment of Airports Boards or Commissions who in turn eventually deal with the FAA and airport funding problems) you have a vital interest in sharing the knowledge acquired by the airport management people working for you. The Officers and Directors of MAMA feel that it is through meetings such as our Annual Convention that responsible, local government individuals can be exposed to the wide range of problems and money matters that we—your Airport Managers—must grapple with each year.

To accomplish this goal, a two pronged effort has mounted. First, we have arranged for a Panel-Type program which we believe will be of distinct interest to all airport owners and operators throughout the State. Two panels will convene in the morning and two in the afternoon, each to be separated by a coffee break. The first morning panel will consist of a discussion of airport crash and rescue techniques with the emphasis to be placed on what small communities can do to establish or up-grade their services. A portion of this panel will also involve showing two movies, one of which demonstrates the relative safety of an aircraft fire involving a nuclear weapon. After coffee, the second panel will discuss the problem of obstructions around

airports and the general effectiveness that obstruction zoning ordinances can provide. This discussion will be of particular interest to those with airports close to their communities.

Featured guest for the noon luncheon will be Lewis Dymond, President of Frontier Airlines. Mr. Dymond is an interesting speaker who is familiar to Montanans due to a previous visit.

Our first afternoon panel discussion will be on the ever-changing aspects of airport funding from the Federal, State, County and local points of view, while our fourth and final panel will discuss the FAA's new interpretation of exclusivity and feasibility of establishing minimum standards on airports.

Topping off the program will be a banquet at which our feature speaker will deliver an address on airport growth. I know you will all want to hear, he is Mr. Wyman Henry, Vice President of Beech Aircraft Company.

Remember—April 15 in Billings!

ENNIS LOCATION OF MFF ANNUAL SPRING FLY-IN

The Montana Flying Farmers and Ranchers will hold their annual Spring Fly-In at Ennis—May 14 and 15.

MFF&R president Clay Greening has extended a special invitation to the Flying Physicians and members of the Billings Hangar of the MPA to participate.

For reservations contact Otis Crooker, Sportsman Lodge.

FEDERAL AVIATION AGENCY ITINERARY LISTING



Airport	April	May	June
Bozeman (Gallatin Field)	.....	19	.....
Culbertson	.....	18	8
Glasgow	.....	.....	.....
Glendive	27	.....	.....
Great Falls (International)	7	5	9
Miles City (Municipal)	.....	26	.....
Missoula	21	26	23
Sidney	.....	25	.....

Note: Provisions have been made to give private pilot written examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Ballensky, Gary R.—Hardin
Wilson, Robert J.—Alzada
Clark, Mona M.—Billings
Coull, Glen W.—Gimli, Manitoba,
Canada.
Schwarzrock, Don J.—Billings
Oliver, Roy H.—Billings
Koski, Jerry E.—Hinsdale
Bickler, Lloyd R.—Miles City
Chambers, Maro D.—Billings
Thompson, C. Paul—Billings
Elliot, Kenneth L.—Harlowton
Mullin, Clinton R.—Lambert
Pederson, Jerome D.—Wolf Point
Gray, Robert J.—Miles City
Neuman, Daniel F., Jr.—St. Paul,
Minn.
Lorz, Larry L.—Miles City
Steiner, Cloyd J.—Miles City
Hogue, Donald H.—Glasgow
Sharbono, Loren D.—Glendive
Hirsch, Alvin—Rock Springs
Clark, Archer A.—Grass Range
Cooke, Russell B.—Great Falls
Tulip, Michael D.—Great Falls
Ritter, Michael C—Oakland,
Calif.
McCormick, Robert LeRoy—Kalispell
Stelling, Charles R.—Polson
Norris, Robert Glen—Shelby
Dykstra, Donald J.—Manhattan
Peterson, Charles J.—Sidney
Allen, William A.—Belgrade
Brooks, Dennis C.—Helena
Vick, Paul L.—Missoula
Gummer, Thomas E.—Thompson
Falls
McKenzie, Roy A.—Thompson Falls
Cambilargiu, Piero—Missoula
Pack, Ronald E.—Kalispell
Engelbretson, John D.—Kalispell
Boylan, James F.—Missoula
Stroud, Douglas M.—Missoula
Rooney, Asher J.—Great Falls
Yanzick, Philip L.—Polson
Tallman, Carl H.—Butte
Christiansen, Thomas M.—Missoula
Beck, Jack C.—Drummond
Stacey, George H.—Whitefish
Hand, Roger K.—Helena
Enloe, Lee A.—Great Falls
Turner, Judith G.—Kremlin

Kubesh, Kenneth W.—Glendive
Risberg, Marvin L.—Missoula
Miner, Gary R.—Havre
Johnson, Rhoda J.—Malta
Benjamin, Robert J.—Fort Benton
Lyford, Alvena L.—Kalispell
Skare, Allen I.—Kalispell
Curtis, John C.—Shelby
Matthews, Charles E.—Bozeman
Andrews, Steve H.—Trident

PRIVATEES

Kittelson, Gary O.—Billings
Agnew, Thomas W.—Billings
Christian, Steven E.—Shelby
Horpestad, Fred A.—Lavina
Tvaruzek, Darrell D.—Havre
Meurer, Dale A.—Billings
Clark, James Q.—Billings
Barton, Elmer J.—Arvada, Wyo.
Brewer, Clyde B.—Roundup
Rice, Howard R.—Harlowton
Green, Melvin V.—Volborg
Hodges, Lee H.—Miles City
Hodges, Lewis R.—Miles City
Sharbono, Leslie M.—Glendive
Wermling, George A.—Great Falls
Skaw, Loren D.—Dutton
Harvey, Robert J.—Culver, Calif.
Gregoire, Marvin G.—Ephrata,
Wash.
Reese, Marshall W.—Butte
Willett, Kenneth A.—Missoula
Reese, Michael A.—Missoula
Maurer, Bruce C.—Power
Happ, Robert W.—Kalispell
Campbell, Frank M.—Hot Springs
Maronick, Edward P., Jr.—East
Helena
Potter, David E.—Whitefish
Jellison, Marshall D.—Kalispell
Pritchard, Harry W.—Juneau, Alaska
Mitchell, Curtis H.—Kalispell
Burton, John C.—Dillon
Kilpatrick, Harold J.—Kalispell
Rosenberger, Theodore—Kalispell

ADVANCED & SPECIALIZED

Young, Ralph S.—Billings
Sigfrinius, Kenneth E.—Billings
Crowe, Gordon D.—Gimli, Manitoba,
Canada
Rothrock, James H.—Billings
Holloway, Robert W.—Presque Isle,
Me.
Pfeiffer, Roger L.—Dickinson, N.D.
Baird, Audrey L.—Dickinson, N.D.
Stroh, James P.—Laurel
Meszaros, Joseph W.—Bowman,
N.D.
Anderson, Dennis V.—Rudyard
Settle, Robert Carl—Helena
Sanderson, Robert L.—Stevensville
Reiss, Peter T.—Hudson, N.Y.
Westall, Thomas S.—Dillon
Stevenson, Mary L.—Missoula

Gibbons, Loren M.—Great Falls
Keefer, Craig A.—Malta
Laubach, Dennis G.—Great Falls

CONTROLLED AIRSPACE PROPOSED AT SHELBY NOTICE OF PROPOSED RULE MAKING

Airspace Docket No. 66-CE-8

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would designate controlled airspace in the Shelby, Montana, terminal area.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Shelby, Montana, terminal area, proposes the following airspace action:

Designate the Shelby, Montana, transition area as that airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby Airport Lat. 48° 32'26" N, long. 111° 52'30" W.; and within 2 miles each side of the 059° bearing from Shelby Airport extending from the 7-mile radius area to 8 miles NE of the airport; and that airspace extending from 1200 feet above the surface within 8 miles NW and 5 miles SE of the 059° bearing from Shelby Airport, extending from the airport to 12 miles NE of the airport; and within 5 miles each side of the Cut Bank, Montana VOR 096° radial extending from the Cut Bank VOR to Shelby Airport excluding the portion which overlies the Cut Bank, Montana transition area.

The proposed 700-foot floor transition area would provide controlled airspace protection for aircraft executing the proposed prescribed instrument approach procedure during descent from 1500 to 700 feet above the surface. It would also provide controlled airspace protection for departing aircraft during climb from 700 to 1200 feet above the surface.

The 1200 foot floor transition area would provide controlled airspace protection for aircraft executing the proposed prescribed instrument approach procedure during the portion of the procedure executed above 1500 feet above the surface. It would also provide controlled airspace protection for aircraft transitioning from the Cut Bank, Montana VOR to Shelby and for aircraft holding at the Shelby radio beacon.

Since the proposed transition area was developed to provide controlled airspace protection for a new approach procedure, no procedural changes would be affected by the proposal.

Specific details of the new approach procedure for Shelby Montana Airport and of the proposal contained herein may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Missouri 64110.

FOURTH MONTANA FLIGHT INSTRUCTORS REFRESHER COURSE COMPLETED



Nineteen qualified Montana Flight Instructors completed the concentrated Refresher Course held in Great Falls, February 27th through March 7th. The course, sponsored by the Montana Aeronautics Commission in cooperation with the Montana Aviation Trades Association, the Federal Aviation Agency and the United States Department of Commerce, ESSA-Weather Bureau was the fourth Course to be held in Montana. The Flight Instructor Courses were initiated in the United States by the Montana Commission in 1962.

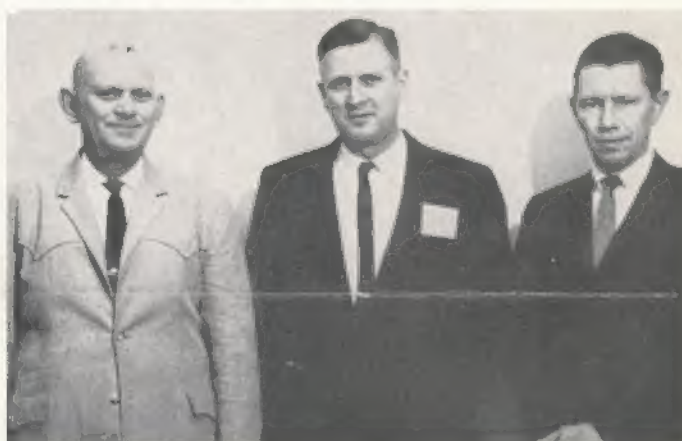
GROUND SCHOOL

The Ground School portion was held at the O'Haire Manor from 8:45 till 12 noon daily with additional afternoon classes being held at the Administration Building at International Airport.

Instruction was presented by personnel from the Federal Aviation Agency's Air Traffic Control, Flight Service Station and RAPCON in Great Falls; the FAA General Aviation District Offices in Billings and Helena; the FAA Academy in Oklahoma City and Weather Bureau personnel from Helena and Great Falls.



ACADEMY SPECIALISTS:
(Lt. to Rt.): Carl L. Edmison, Flight Maneuvers; James W. Campbell, Instruments and Performance, and James E. Shelly, Psychology of Teaching.



GENERAL AVIATION DISTRICT OFFICES:
(Lt. to Rt.): Arthur Kurth, GA Operations Inspector—District 9, Helena; Fritz Lueneburg, Supervising Inspector—District 1, Billings; and Tom Spencer, GA Operations Inspector—District 9, Helena. (Lee C. Mills, Supervising Inspector, District 9, was the local FAA Coordinator for the precourse planning.)



WEATHER BUREAU:
(Lt. to Rt.—seated): John Hamilton, Meteorologist in Charge, Great Falls; Dick Dightman, State Liaison Officer, Weather Bureau, Helena (Dick was Coordinator for the Weather Bureau on the Course).
(Standing, Lt. to Rt.): Harold A. Ward, Quality Control Officer; Arthur L. Jacobson, Supervising Aviation WX Forecaster and Lew A. Harney, Aviation Forecaster—all of Great Falls. (Not pictured—Arthur J. Rosett, Jr., Forecaster.)



AIR TRAFFIC CONTROL—Great Falls:
(Lt. to Rt.): Don Smith, Air Traffic Control Specialist; Loren S. Foot (Local FAA Coordinator and Chief of RAPCON); Bernard J. Majerus, Chief FAA Control Tower and Lee C. Ward, Chief FAA Flight Service Station.
(Mr. Ed. Kierski, Operations Supervisor, Air Traffic Branch FAA's Minneapolis Area Office observed the course one day.)

Jack Wilson, Safety and Education Officer for the Aeronautics Commission, was Course Manager; C. Joyce McCutcheon, Assistant, Safety and Education Division, Course Secretary; and Gerald C. Burrows, Course Aide/photographer.

An addition to the '66 Curriculum was a presentation by MAC Director, Charles A. Lynch entitled "Flight Instruction as a Profession." This class session covered information on the economics and guides for more professionalism of flight school management. The enthusiasm and interest shown for this presentation definitely denotes a desire on the part of our Montana flight instructors that additional information be made available on this phase of flight school operation.

FLIGHT

The Flight portion conducted at Holman Aviation Company facilities, was under the supervision of the three General Aviation District Office Supervisors, (Fritz Lueneberg, Art Kurth, Tom Spencer) and instructed by five flight line instructors (Al Hardy, Richard Hickox, A. J. Ledbetter, Robert Lohof and Robert Simpson). Four were graduates of previous courses and one is a designated Flight Examiner. All Flight Maneuvers were coordinated with the Ground School by FAA Academy Instructor, Carl Edmison.



Flight Line Instructor Dick Hickox, Holman Aviation, Great Falls; Trainees Larry L. Schweitzer, Skycraft, Lewistown and Frederick J. Schneider, Morrison Flying Service, Helena.



Trainee Allan S. Anderson, Herrod Aviation Company, Billings; Flight Line Instructor Al Hardy, Plentywood, and Trainee Albert F. Bergmann of Great Falls.



Trainee Norman W. Rasmussen, Modern Aire Flight Service, Culbertson; Flight Line Instructor Robert Simpson, Central Air, Lewistown, and Trainee Steve R. Oglesby, of Peerless.



Trainee John M. Stowe, Holman Aviation, Great Falls; Flight Line Instructor A. J. Ledbetter, Hensley Flying of Havre, and Trainee Wayne L. Sperling, Miles City Aero, Inc., Miles City.



Flight Line Instruction Robert Lohof, Great Falls and Trainees Gail J. Keilman, Herrod Aviation, Billings and Gary J. Martin, Mendel Flying Service, Malta.



Trainees Herbert B. Fisher, Jr., Flight Line Inc., Belgrade and James A. Ford, Johnson Flying Service, Missoula and Flight Line Instructor A. J. Ledbetter of Havre.



Trainee Richard Rundell, Aeronautics School, Helena, Flight Line Instructor Al Hardy, Plentywood and Trainee Robert L. Sanderson, Johnson Flying Service, Missoula.



Trainee Donald Van Manen, Don's Flying Service, Plains; Flight Line Instructor Robert Lohof of Great Falls and Trainee Bert Swainson, Yellowstone Skyways, Livingston.



Flight Line Instructor Robert Simpson, Central Air, Lewistown and Trainee Ralph S. Young, Montana Airmotive, Billings.



Trainee William K. Colman, Tope's Air Spray, Fort Benton, Flight Line Instructor Dick Hickox, Holman Aviation, Great Falls and Trainee Craig C. Cook, Hamilton Aviation, Hamilton.

AWARDS BANQUET



Trainee Craig Cook, Hamilton Aviation, Hamilton, is shown receiving his wing pin and certificate from Carl "Bill" Bell, Vice Chairman of the Aeronautics Commission.

The Awards Banquet was held at Victor's, March 7, through the cooperation of the Montana Aviation Trades Association with arrangements by Homer Holman and Claude Haigler, Holman Aviation, Great Falls; Jeff Morrison, Helena, President of the MATA, acted as Master of Ceremonies; Mr. Wilson presented the Awards certificates to the instructors of the ground and flight session, and Carl W. "Bill" Bell, Glasgow, Vice Chairman of the Aeronautics Commission, awarded the Certificates of Merit and "Wing Pins" to the trainees. The Aeronautics Commission holds a special copyright on the Wing Pins and they are awarded only to graduates of Montana Flight Instructors Courses.

Vocal entertainment was provided by Helen Ward, (wife of Harold Ward, participating instructor from the Great Falls Weather Bureau).

Director Lynch spoke briefly expressing appreciation to the instructors for the high standard of instruction presented and highly complimented the trainees for their efforts to upgrade themselves, their students and Montana's Aviation Industry.



Mr. H. H. Bedke, Director of the Weather Bureau Regional Office in Salt Lake City is shown receiving the certificate on behalf of the Weather Bureau from Course Manager Wilson. Mr. Bedke was special guest for the evening and spoke congratulating the trainees on their accomplishments and applauding the refresher courses.



TOUCH OF LEVITY — MATA President, Jeff Morrison made the presentation of a Very Special Type of Seat Belt to Art Kurth GADO-9 Inspector. The Award was presented and received all in the spirit of fun.

AIRPORT NOTES



by James H. Monger
Assistant Director, Airports

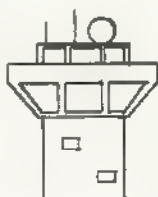
PLENTYWOOD. Bids were opened on March 18, 1966 in Plentywood for the resurfacing of the runway, taxiway and apron at the Sherwood airport. Engineer on this project is Webster, Foster and Weston of Williston, North Dakota. Bids were received as follows: Hilling Construction Company, Williston, North Dakota, total \$34,932.00. Thomas Construction Company, Billings, Montana, total \$37,675.00, and the low bidder was R. J. Sundling and Son Construction Company Inc., at Livingston, Montana with a total bid of \$28,787.00. Work will be started on this project in the near future for a completion date of mid summer. This project is a local, state and federal project with the Aeronautics Commission loaning the city and county \$13,100.00 for matching funds for the FAA. Pilots are advised to watch for future NOTAM's on this airport when construction starts.

CIRCLE. A preliminary engineering study has recently been completed for the Circle airport. Wenzel and Company, Engineers of Great Falls estimate that the total cost of redeveloping the Circle airport will be at least \$68,000. This includes paving and lighting a runway, taxiway and apron. The city and county will review the engineering study and have it revised as necessary and then it is expected that they will submit a request for aid from the Federal Aviation Agency and the Aeronautics Commission.

GLENDIVE. An airport relocation study has recently been submitted to the city of Glendive by Wenzel and Company, engineering firm. The study states that there are three possible locations for a new airport for Glendive. A new airport will be necessary in order to accommodate Frontier Airlines Convair 580 which

will be flying that route early next year. A meeting was held in Glendive on March 25 to review the engineering report. The report states that the approximate cost of the new airport will be in the vicinity of \$475,000.00. In attendance at the meeting were representatives from the Aeronautics Commission, the FAA, the Glendive City Council, Dawson County Commissioners and the Aviation Committee of the Chamber of Commerce and the Glendive Airport Board. A further report on the decision of Glendive will be made in future newsletters.

SIDNEY. An engineering study is being made by the engineering firm of Webster, Foster and Weston for the proposed new runway at the Sidney-Richland Municipal Airport. The Federal Aviation Agency has suggested that a new runway be considered due to inadequate runway approach zones on the existing runway. The engineering estimate consisting of purchase of land and construction of the runway is estimated to be slightly over \$400,000.00. The engineering study is now under consideration by the local airport board.



TOWER

OPERATIONS

February, 1966

	Total Operations	Instrument Operations
Billings	10,926	1,008
Great Falls	7,265	626
Missoula	4,861	299
Helena	2,829	176

NEW FLIGHT OPERATIONS

HAMILTON, MONTANA

Hamilton Aviation (Formerly Custom Aire) Craig C. Cook and Jack J. Mayer, Owners. Charter - Flight Instruction - Shop Facilities - 80/87 \$ 100 Octane - Parking & Hangar - Aircraft Sales.

TOWNSEND, MONTANA

Don's Flying Service (formerly Town Air) Don Cazier, Owner. Just opened for Business - 80 & 100 Octane - Minor repairs - Agricultural Spraying - No Landing Fees.



CALENDAR

April 13, Helena, Montana Aeronautics Commission's monthly meeting.

April 15, Billings, Montana Airport Management Association annual meeting.

April 23, Missoula, Montana Ninety-Nines monthly meeting.

April 29, 30, & May 1, Livingston, Montana Pilots Association Annual convention.

May 14-15, Ennis, Oklahoma Overnight Fly-In of Flying Farmers and Ranchers.

May 14, Jordan, Montana Garfield County Airport Dedication.

May 20-22, Bakersfield, California —Shaffer Airport. International Championship Stock Plane Races. Accompanying air show and display —dance and awards banquet. For further information write: Bakersfield "100", P.O. Box 5656, Bakersfield, California. 93308.

May 27-30, Los Angeles County, California Fox Field, Lancaster—The second annual Los Angeles National Air Races.

June 4, Culbertson, Montana Airport Dedication.

June 24, Deadline for Al Ward Flying Scholarship contest—Winning State entries to be received at International Headquarters in Wichita, Kansas.

July 4, Polson, Montana Flying Farmers Fly-In Pot Luck at Baldwin's ranch, Finley Point.

July 30, August 5, Louisville, Kentucky—International Flying Farmers Convention.

August 6, (Rain date August 7.) Ladies 99's "Fun Race." Starting Point: Glasgow—ending at Lewis town. Route? Wait and see.

WANTED TO RENT: Comanche or Apache (or equal) for 2 weeks in May. Contact: Ernie Massman, Box 580, Columbia Falls.

FOR SALE: 59 Cessna 172—Immaculate—Mark 2 omnirotor and low freq receiver—full panel—670 total time. Annualized (HM Feb. 1/67). Price: \$6,800.00. Trade down for 170 Stinson, 140-120 or Ercoupe. Contact: Dr. J. L. Cromwell, Box 420, Livingston, Montana.

FOR SALE: 1953 PA 22 Tri-pacer—full panel, 200 SMOH, fabric good—clean—always hangared. Price: \$3,750.00. Contact: C. W. Fowler, 1731 Fifth, Helena, Montana.

FOR SALE: 1949 Piper PA16—Lyc. 108 H.P. —4 place—VHF Transceiver—Whistle Stop Tuning—Partial Panel—New rubber. Good glass. Needs fabric work. Price: \$1,250.00. Phone 453-2519 or 454-2274. Write Box 2602, Great Falls.

FAA INSPECTOR'S CORNER



Spring cleaning is at hand, now is the time to clean up any sloppy flying habits which you may have acquired. Last month we took a hard look at accident statistics and came away considerably sobered when we realized so many entries in the accident column are unnecessary. We in General Aviation must continually strive to retain and up-grade pilot technique and proficiency if General Aviation is to receive the recognition accorded to other segments of the expanding aviation industry.

Poor judgment is glaringly apparent in a majority of accidents, both fatal and non-fatal. Almost all accidents may be categorized under three headings:

1. Pilot proficiency
2. Weather
3. Violation of the safety regulations

All of us are born with judgment; it cannot be bought or taught, but we acquire it in various increasing quantities by our experiences as we journey through life. How do we develop good judgment as pilots?

Good judgment can be developed, if we adopt a few simple habits of good operating procedure. The following suggestions will help us develop Good Pilot Judgment.

Adopt the professional pilot attitude for your pilot activity. The fact is, professional pilots have fewer accidents. With very little extra effort you can do this.

Here are some of the ways to be more professional:

1. Consult a certified flight instructor for periodic dual flight instruction and recurrent training.

2. Keep abreast of current safety regulations—abide by them.

3. Know your FAA and Weather services, take advantage of their accumulated knowledge and experience.

This service is free.

4. Learn to recognize the performance capabilities and limitations of your equipment.

5. Know and recognize your own capabilities and limitations as a pilot, performance and weatherwise.

6. Plan each flight with this in

mind and your chances of becoming an accident statistic diminish accordingly.

Weather problems are resolved when we religiously study current weather reports and forecasts, and follow the weather trend.

Violations of the safety regulations is eliminated by submerging the tendency to show off, planning each flight thoroughly and eliminating the idea that we just *have* to get there.

Remember, spring thaws soften up sod landing strips, wheels sink in and the resultant nose over will cause much inconvenience if not injury.

Always arrange to notify someone when you depart for a primitive landing strip, also when you expect to return.

Let's all make it our business to extend a western welcome to visiting airmen and pass on our knowledge of primitive landing strips to them.

Be a professional pilot and you can be a part of the safest year Montana aviation ever had.

CIVILIAN AVIATION ACADEMY PROPOSED

HOUSE BILL
H. R. 13442

Mr. Wolff introduced the following bill: which was referred to the Committee on Interstate and Foreign Commerce.

A BILL

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

SECTION 1. The Administrator of the Federal Aviation Agency shall establish and maintain at a location within the United States a Civilian Aviation Academy for the instruction and preparation of selected persons for the aviation service of the United States.

SECTION 2. Training of civil aviation cadets in all phases of aviation shall be provided at the Academy. The program of instruction shall be for a duration of four years to insure training in all aspects of the profession of flying and related aviation skills and for the purpose of securing a highly skilled cadre of professional airmen and professional supporting personnel to meet the aviation manpower needs of the United States in future years.

SECTION 3. Cadets at the Academy shall receive pay and allowances comparable to that received by cadets of the United States Merchant Marine Academy.

SECTION 4. Appointment to the Academy shall be made from among qualified candidates in the order of

merit established through competitive examination. Application for the Academy shall be accepted from qualified young men and women between the ages of seventeen and twenty-five. A cadet may receive specialized training in the following fields: (1) pilot training; (2) navigation; (3) flight engineering; (4) aircraft maintenance; (5) flight operations; (6) air traffic control; (7) electronics and radar, and other courses essential to the conduct of modern aviation. Those applicants seeking to pursue a pilot training course must possess a private pilot's license prior to the date of application. In addition to specialized training received in his primary field of study, a cadet shall also receive general training in the other fields in which the Academy offers training, with the purpose of producing air officers fully qualified to meet the ever-increasing challenges of modern aviation.

SECTION 5. A Board of Trustees, composed of representatives from all phases of aviation, shall be appointed by the President and shall direct the Administrator's operation of the Academy.

SECTION 6. A Board of Visitors shall be appointed from among the membership of the Congress and shall advise the Administrator in matters relating to the conduct of the Academy.

AGRICULTURAL AIRCRAFT REGISTRATION

The following is a check list of the requirements that must be completed before the Montana Aeronautics Commission is able to assure the Agricultural Decal that verifies your 1966 Agricultural Aircraft Registration, mandatory by state law.

1. Insurance Verification—Card, Letter, Wire, etc., from your insurance company.

2. In compliance with FAA Regulations, Part 137; A. In-State operators—Please submit your Licensed Ag. Operator's Certificate NUMBER. B. Out-of-State operators—Must submit CERTIFICATE (to be returned).

3. The 1966 Agricultural Aircraft Registration Card (gray) must be completed and returned.

4. Be sure that Number of Aircraft and Miscellaneous Information is included.

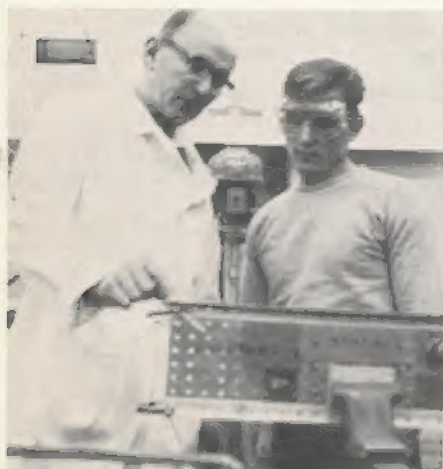
5. \$1.00 fee per aircraft must be submitted.

6. Pilot/Pilots must be registered with the Montana Aeronautics Commission for 1966.

PROBLEM CHILD: One who puts two and two together and gets curious.



Instructor Oden during a lecture period with a group of the trainees.



Instructor Oden as he demonstrates flush riveting to a trainee.

TRAINING PROGRAM

(Continued from Page 1)

assembly, rework and installation work orders are important skills being taught. Shop safety and conservation of materials are stressed throughout the course.

Students enrolled in the First Session are:

Dallas L. Arion, Flaxville; Teddy Barnett, Glasgow; Jim Bouchee, Livingston; Arnold F. Barta, Billings; Melvin C. Brown, Butte; Leonard F. Cain, Jr., Helena; Roger Culbertson, Helena; Edwin K. Ferguson, Great Falls; Albert G. Ickes, Glasgow; Ronald Kozak, Poplar; John McCallum, Missoula; David T. McNamara, Boze-

man; Walter R. Moseman, Lewistown; Lee M. Palin, Billings; Carl E. Popham, Great Falls; Russell Reynolds, Helena; Alvin H. Smith, Helena; John L. Wilkie, Poplar and Leonard L. Wood, Helena.

IT HAPPENED IN APRIL

1918—April 19—Capt. Earl F. White, flying a DH-4 Army biplane, makes first nonstop flight between Chicago and New York City.

* * *

1921—April 12—President Harding in his address to Congress, recommends the establishment of a Bureau of Aviation within the Commerce Department.

* * *

1937—April 28—Pan American Airways' "Clipper" arrives at Hong Kong, completing the first commercial flight across the Pacific.

* * *

1941—April 16—Igor I. Sikorsky sets a national helicopter record by hovering virtually motionless over Stratford, Conn. airport for 1 hr., 5 min.

* * *

1942—April 18—Lt. Col. James H. Doolittle and his squadron of 16 B-25 "Mitchell" bombers carry out the first bombing raid against the Japanese mainland in a daring flight from the aircraft carrier Hornet.

CHANGE IN RVR PROCEDURES

A change in reporting Runway Visual Range (RVR) became effective at 0000LST, February 1, 1966. This change applies to the coding of RVR in aviation weather reports for longline dissemination, i.e., teletypewriter transmission on Service A Circuits. Instead of reporting a 10 minute average as in the past, the highest and lowest values recorded during the 10 minutes preceding the observation are now transmitted.

Following the new procedures, RVR is normally reported for only one runway. This runway is selected by the Federal Aviation Agency as the designated Runway Visual Range Runway. Runway Visual Range for a second runway is sometimes included when conditions on the "designated" runway are below certain aircraft operating minima or the RVR equipment on the "designated" runway is inoperative. The runway for which RVR is reported is identified in accordance with coding procedures.

Stations which are equipped to report RVR include these data following the altimeter setting in the aviation weather report. Slants (/) are used to separate RVR information from other elements in the report. Examples and explanations of RVR reporting using the new code follow:

(1) R10LVR15V20

On Runway 10 Left, RVR, 1500 feet Variable to 2000 feet.

(2) R20RVR10-V15

On Runway 2- Right, RVR less than 1000 feet Variable to 1500 feet.

(3) R20VRNO

Data normally available for designated RVR runway (20 Right) are not available (NO). Data from a second runway are not available.

Pilots are reminded that the new instructions apply only to longline, not local, dissemination of Runway Visual Range.

AVAILABLE PUBLICATIONS & AIDS

MONTANA AERONAUTICAL CHART—\$1.00 Retail Price

MONTANA AIRPORT DIRECTORIES—\$2.00 Retail Price

CLOUD CHARTS
(for give-away distribution)
FREE

GENERAL AVIATION OPERATORS

DENSITY ALTITUDE CHARTS
FREE

FLIGHT PLAN POSTERS
FREE

BILL SUBMITTED TO AMEND FEDERAL AIRPORT ACT

HOUSE BILL
H. R. 13665

Mr. Staggers (D.-W.Va.) introduced the following bill; which was referred to the Committee on Interstate and Foreign Commerce.

A BILL

To amend the Federal Airport Act to extend the time for making grants thereunder, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That section 5(d) of the Federal Airport Act (49 U.S.C. 1104 (d)) is amended by adding at the end thereof the following new paragraphs:

"(7) For the purpose of carrying out this Act in the several States, in addition to other amounts authorized by this Act, appropriations amounting in the aggregate to \$199,500,000 are hereby authorized to be made to the Administrator over a period of three fiscal years, beginning with the fiscal year ending June 30, 1968. Of amounts appropriated under this paragraph \$66,500,000 shall become available for obligation, by the execution of grant agreements pursuant to section 12, beginning July 1 of each of the fiscal years ending June 30, 1968, June 30, 1969, and June 30, 1970, and shall continue to be so available until expended.

"(8) For the purpose of carrying out this Act in Hawaii, Puerto Rico, and the Virgin Islands, in addition to other amounts authorized by this Act, appropriations amounting in the aggregate to \$4,500,000 are hereby authorized to be made to the Administrator over a period of three fiscal years, beginning with the fiscal year ending June 30, 1968. Of amounts appropriated under this paragraph, \$1,500,000 shall become available for obligation, by the execution of grant agreements pursuant to section 12, beginning July 1 of each of the fiscal years ending June 30, 1968, June 30, 1969, and June 30, 1970, and shall continue to be so available until expended. Of each such amount, 40 per centum shall be available for Hawaii, 40 per centum shall be available for Puerto Rico, and 20 per centum shall be available for the Virgin Islands.

"(9) For the purpose of developing, in the several States, airports the primary purpose of which is to serve general aviation and to relieve congestion at airports having high density of traffic serving other segments of aviation, in addition to other amounts authorized by this Act for such purpose, appropriations amounting in the aggregate to \$21,000,000 are hereby authorized to be made to the Administrator over a period of three fiscal years, beginning with the fiscal year ending June 30, 1968. Of amounts appropriated under this paragraph, \$7,000,000 shall become available for obligation, by the execution of grant agreements pursuant to section 12, beginning July 1 of each of the fiscal years ending June 30, 1968, June 30, 1969, and June 30, 1970, and shall continue to be so available until expended."

SECTION 2. (a) Section 6(a) of such Act (49 U.S.C. 1105) (a) is amended by striking out "or 5 (d) (4)" in the first sentence and inserting in lieu thereof "5 (d) (4), or 5 (d) (7)."

(b) Section 6 (b) (1) of such Act (49 U.S.C. 1105 (b) (1)) is amended by striking out "and 5 (d) (4)" and inserting in lieu thereof "5 (d) (4), and 5 (d) (7)" and by striking out "and 5 (d) (6)" and inserting in lieu thereof "5 (d) (6), and 5 (d) (9)."

DID YOU KNOW THAT

When air traffic is at its heaviest, the "busiest slice of sky" is likely to be the altitude between 4,000 and 5,000 feet. A 1964 Federal Aviation Agency survey revealed this airspace was most frequently assigned by air traffic control centers on their busiest days.

DID YOU KNOW THAT

A game warden in Kenya stalks animals by helicopter. Swooping down over the fleeing animals he uses a crossbow and drug-tipped darts to knock out his prey. The drugged animals are then moved by truck to Kenya's game parks to preserve the species.

* * *

Husband pointing out motioning traffic cop to off-in-the-cloud wife at steering wheel: "You can go now, or are you waiting for him to turn green too?"

MPA ANNUAL CONVENTION LIVINGSTON

It is definite all MPA members should have their calendars marked and plans made to attend the annual convention of the Montana Pilot's Association to be held in Livingston April 29, 30 and May 1. Registration Fee is \$10.00 per person.

Following is the schedule of highlights planned for the 3 day event.

FRIDAY: (Come early: Golfing on grass greens, Bowling or Swimming at Chico Hot Springs).

3:00 P.M.-on: Registration at the Livingston Elks Club.

8:00 P.M.: Committee meetings at Room 13.

SATURDAY: (All day display of airplanes downtown and helicopter rides downtown. Planes land at 8:00 A.M. for tow into town by antique cars.)

9:00 A.M. - 12 Noon: Business meeting at Elks Club.

10:30 A.M.: Entertainment for the Ladies.

12:30 P.M.: Buffet Luncheon (at the Cave).

3:00 P.M.: Flying activities, parachute jumping by MSU parachute club.

5:30 P.M.: Social Hour (Elks Club).

7:00 P.M.: Banquet.

9:30 P.M.: Dancing.

SUNDAY:

9:00 A.M. - Noon: Breakfast at the airport and Treasure hunt.

Sounds like the Committees have done a fine job of planning a busy fun-type schedule. Let's have the biggest attendance ever! SEE YOU IN LIVINGSTON—April 29, 30, and May 1.

I dreamed death came the other night and Heaven's gate swung wide; With Kindly grace an angel came and ushered me inside. And there to my astonishment stood folks I'd known on Earth; Some I'd judged and labeled as unfit, of little worth. Indignant words rose to my lips but never were set free; For every face showed stunned surprise. Not one expected me.

AMERICA: A land where any boy can become President—Provided, of course, that he can save 14 million dollars.



With the closing of the school year all of the films in our library will be more available for showing to aviation associations and interested groups.

THE FOUR DAYS OF GEMINI 4—1965—28 minutes, color.

A documentary film covering the spectacular Gemini-Titan 4 mission of Astronauts McDivitt and White.

COME FLY WITH ME, DARLENE—1965—13½ minutes, color.

This film tells the story of how a wife overcame her fear of flying—learned to enjoy plane trips with her pilot husband and family—and became an ardent supporter of aviation.

AMERICA IN SPACE—14 Minutes, color.

CELESTIAL MECHANICS AND THE LUNAR PROBE—9½ minutes, color.

THE CLOUDS OF VENUS—30 minutes, color.

LUNAR BRIDGEHEAD—28½ minutes, B & W.

THE MASTERY OF SPACE—58 Minutes, color.

PROJECT APOLLO—MANNED FLIGHT TO THE MOON—13 Minutes, color.

Agricultural Aviation, 14 Minutes, Color.

Airport America, 14 Minutes, Color.

Air Taxi, USA, 15 Minutes, Color.

Aviation and the States, 21 Minutes, Color.

Flight Decision, 14 Minutes, Color.

Flying Businessman, 14 Minutes, Color.

Montana and the Sky, 17 Minutes, Color.

Roads in the Sky, 15 Minutes, Color.

Approach to Land, GCA, 24 Minutes, B & W.

Approach to Land, ILS, 24 Minutes, B & W.

The Best Investment We Ever Made, 20 Minutes, Color.

A Brochure giving full film descriptions is available upon request.

PILOTS—ARE YOU CARRYING THIS CARD?

Pilot Registration Card

MONTANA—1965

Registration No. _____

F. A. A. Certificate Number

ISSUED TO

Signature

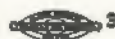
1965

(Not valid unless signed)

The above named airman is authorized to operate aircraft in this State subject to the Laws of Montana and the limitations imposed by Federal authority.

Montana Aeronautics Commission.

Date _____



44098

Expires 12/31/65

Chairman.

YES? SAY, YOU ARE ILLEGAL!

If you are holding an outdated Pilot Registration Card pick up a registration form from any flight operator. Fill it in and mail it today. Registration fee is \$1.00. Monies are deposited in the Air Search fund and used to defray fuel and oil costs during searches.

The information required on the form is used by the Commission to plan and better serve aviation interests in Montana.

MONTANA PILOTS ASSOCIATION CONVENTION PRE-REGISTRATION

MPA members—if you wish to pre-register, please complete the following and forward immediately to:

Don Liebsch—P. O. Box 666, Livingston, Montana or phone Livingston 222-2265.

NUMBER OF PERSONS _____

NAME _____

FROM _____

TOTAL REGISTRATION FEE ENCLOSED \$ _____
(\$10.00 per person)

If you wish accommodation reservations made for you, please complete the following:

No. of Persons _____

Location Preference _____

CALL FOR BIDS

Notice is hereby given that sealed bids will be received prior to and publicly opened at 4 P.M. Thursday, April 7, 1966 by the Board of Trustees, School District No. 1, in the office of the Clerk in the Administration Building, 7th and Allen, Helena, Montana.

AIRCRAFT FOR SALE:

1946 Stinson 108; 150 H.P.; 4-passenger. 782 hours since engine overhaul; wings recovered, 1961. Always hangered. Radio Aero-tron Model 300A Receiver V.H.F. and Aero-tron Model 200A Transmitter V.H.F. Now stored at Aero School, Helena Airport.

The Board of Trustees reserves the right to reject any or all bids received.

Virgil K. Janes,
Clerk, School District No. 1
P.O. Box 555
Helena, Montana

Date: _____ 19____

To: School District No. 1
P.O. Box 555
Helena, Montana

I hereby bid: \$ _____

(\$ _____); for the above described aircraft to be paid in full at time of delivery at Helena School of Aeronautics.

BIDDER _____

Address: _____

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana

Return Postage Guaranteed



APRIL, 1966

U. S. POSTAGE
PAID
HELENA, MONTANA
Permit No. 2